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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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Traction Machinery

1. ET (Elektricka tovarna) of the V.I. Lenin Works in Pilsen produced electric locomotives for the Czechoslovak National Railways. Source believed the type produced was E 498. This type locomotive was the only one of its kind produced by ET and no other type of locomotive was to be used on the national railways. It was designed by the Traction Section of ET and was developed in collaboration with the Swiss Secheron firm.

2. The locomotive was commonly referred to as "BoBo". It had two sets of undercarriage, each undercarriage had two axles, and each axle was driven by an electric motor. The motor had elastic metal disc couplings. The locomotive was designed for 3,000 v; source did not know the output developed. The prototype of the locomotive was completed in the fall of 1953 and tested at the Prague railway stations, on the railway line between Vrutky (N 49-07, E 18-55) and Zilina (N 49-53, E 18-44), and at the Warsaw railway stations. The first series of these locomotives consisted of 12 units and was under construction in the "Giant" production building of ET. Production of the first series was quite advanced as of May 1954. [redacted] 50X1 a specifications engineer, not an executive, that a total of 99 locomotives of this type had been ordered. If this were true, source believes that most of them must have been destined for export because Czechoslovakia had no use for such a large number of locomotives in the near future.

3. The first railway line to be electrified in Czechoslovakia was the one between Zilina and Spisska Nova Ves (N 48-57, E 2-34). During the first half of 1954, trial runs were made on the Zilina-Vrutky section of this railway line. However, only electrification of the main line had been completed at that time; electrification of the stations had not yet been completed. [redacted] 50X1

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[redacted] the entire section would be completely electrified and set in operation by the fall [redacted] On the same occasion, [redacted] the second line to be electrified was the one connecting Prague-Ceska Trebova (N 49-54, E 16-27)-Prerov (N 49-27, E 17-27)-Hranice (N 49-33, E 17-44)-Puchov (N 49-08, E 18-20)-Zilina-Kosice. Poles for electric wires were erected along the Prague-Ceska Trebova section of this line as of summer 1954.

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4. ET produced either six or 10 electric locomotives of the same type for use in the North Bohemian Lignite Mines which were surface mines. Source believed that these locomotives were designed on the basis of AEG or Siemens blueprints which may have been in the possession of ET. The locomotives weighed 150 tons each. They were designed for 1,500, or perhaps 500 v. Source was not certain of the voltage figure. The entire series was completed during the first half [redacted] but the mines were behind schedule in accepting deliveries.

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5. While ET was to produce only electric locomotives, CKD Stalingrad had the responsibility of producing diesel-electric tractions. Source was certain that this was true as far as traction production for the national railways was concerned; he did not know whether or not this was true of small traction machinery as well. [redacted] the CKD plant developed a diesel-electric locomotive; source believed it was type M, or perhaps T, 434. This locomotive was designed for switching operations at railroad stations which were not electrified and was to be produced in series. Diesel-electric railroad cars with four axles, probably type 263, were put in operation in 1951. Source did not know whether or not CKD Stalingrad continued this production. These cars were lighter than the well-known "Blue Arrows" which were produced by ET and CKD from 1930 to approximately 1936.

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Drives for Rolling Mill Machinery

6. Most of the electric drives for rolling mill machinery operating in Czechoslovakia were of foreign manufacture; however, ET, the main factory for this production in Czechoslovakia, was slowly gaining importance. The most significant delivery made by ET in this line during recent years was the drive for the blooming mill of the Klement Gottwald New Foundry in Kuncice (N 49-48, E 18-18) which was delivered, [redacted] Ing. Jiri Lamerraner, chief specifications engineer for development at ET, received a state award of about 50,000 crowns for the design of this drive. The ET drives were obsolete because they were not equipped with modern speed regulation equipment -- either rotary or magnetic amplifiers.

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7. A Czechoslovak technical delegation was in Moscow during the winter of 1953-54. The members of this delegation were the above-mentioned Ing. Miroslav Smok, Ing. Jan Soukenik, and Vaclav Kolar, respectively chief technician and chief designer at ET. It was source's opinion that the delegation discussed future ET deliveries to the USSR -- particularly the delivery of electric drives for rolling mill machinery. In Moscow the Soviets told the Czechoslovak representatives that the ET regulation technique was on the same level as that which had been attained in the United States in 1942. The Soviets insisted that ET begin using rotary amplifiers.

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8. [redacted] a meeting was held at the ET factory in Pilsen to discuss Czechoslovak production possibilities in this field. The meeting was attended by about 20 technicians. There were representatives from the Ministry of Engineering, the

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Division of Strong Current of the Research Institute of this Ministry, ET, the Academy of Science and Art, MEZ Development, and a few other organizations. It was decided that ET would use rotary amplifiers in their drives. 50X1

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10. CKD Stalingrad began manufacture of the prototype of an electric drive which source believed was for rolling mill machinery. The drive developed about 1,500 kw. and was fed by mercury rectifiers. This drive was for trial purposes only. 50X1

Synchronous Generators

11. CKD Stalingrad produced synchronous generators for the power stations in Lipovec (Q 50, X 60) and Sucany (N 49-06, E 19-00) on the Vah River. The power stations were designed by Hydroprojekt, National Enterprise, in Bratislava, the enterprise which probably designed all the power stations under construction on the Vah River. However, source did not know whether or not all of the power stations were to be equipped with CKD machinery. Hydroprojekt approached MEZ Vsetin in the fall of 1953 with a request to provide modern equipment for speed regulation for the CKD generators; but, CKD was rather reluctant about the matter, apparently preferring their standard speed regulation equipment, and the whole idea was abandoned. At the same time Hydroprojekt contacted MEZ Vsetin, CKD was about to begin production of the machinery. The Hydroprojekt designs of the power stations did not take future expansion into consideration. This lack of foresight was true of all types of project designs which were seen and he believes it was typical of all construction projects undertaken by the Communist regime in Czechoslovakia. 50X1 50X1

General Information

12. It was the policy of the Ministry of Engineering to have CKD and ET produce only large machinery and the remaining plants, principally MEZ Vsetin and MEZ Drasov in Drasov (N 49-20, E 16-29), were to assist CKD and ET in complying with this policy. There were exceptions to this general rule; CKD and ET sometimes manufactured medium and small machinery if they had the necessary designs on hand from former production or if the machinery was to be installed in complete equipment produced by the plants. Examples of some such exceptions were: the CKD production of calender drives for Buzuluk in Komarov near Horovice (N 49-50, E 13-55);[1] ET production of commutator motors, Schrage type, rotor fed; ET production of mill motors ranging from 10 kw. to 200 kw.; and ET production of crane motors of about six different types designed ad hoc. It was the general opinion among technicians that the

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quality of CKD products greatly deteriorated after 1948. This was not true of ET products; their quality remained about the same as the pre-Communist level. It was even rumored in 1952 that these two factories might be merged in order to have ET assist CKD.

1. [redacted] 50X1

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